

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

From: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic Development

Subject: Palumbo Properties Ltd. (c/o Zelinka Priamo Ltd.)
279 Sarnia Road
File Number: Z-9774, Ward 6
Public Participation Meeting

Date: October 22, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Palumbo Properties Ltd. relating to the property located at 279 Sarnia Road:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on November 5, 2024, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** a Residential R1 (R1-10) Zone, **TO** a Holding Residential R8 Special Provision (h-213*R8-4(_)) Zone;
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
 - i) Consent to remove any boundary trees is required prior to final Site Plan Approval;
 - ii) Provide a low-height all-season landscape buffer for the below-grade units fronting onto Sarnia Road and/or the parking area to provide privacy and avoid headlights shining into the spaces;
 - iii) Consider providing additional windows on the side elevation of the corner units, and minimizing any portion of blank wall facing the public realm, to create an active streetscape and offer passive surveillance;
 - iv) Relocation of the existing Hydro Pole and London Transit Commission shelter pad at the expense of the applicant.

IT BEING NOTED, that the above noted amendment is being recommended for the following reasons:

- i) The recommended amendment is consistent with the *Provincial Planning Statement, 2024 (PPS)*;
- ii) The recommended amendment conforms to The London Plan, including but not limited to the Key Directions, City Design and Building policies, and the Neighbourhoods Place Type policies.
- iii) The recommended amendment would permit an appropriate form of development at an intensity that is appropriate for the site and surrounding neighbourhood.

Executive Summary

Summary of Request

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R1 (R1-10) Zone to a Residential R8 Special Provision (R8-4(_)) Zone. Special provisions are requested to permit: a minimum front yard setback of 3.2 metres; a minimum westerly interior side yard setback of 3.0m; and a maximum density of 91 units per hectare.

Purpose and the Effect of Recommended Action

The recommended action will permit a 3-storey, **20-unit** back-to-back stacked

townhouse development.

Staff are recommending approval of the requested Zoning By-law amendment and special provisions, with additional special provisions to ensure there are no adverse impacts on adjacent properties. A holding provision is also recommended to ensure that development will not occur until a sanitary servicing capacity report has been prepared and confirmation that a municipal sanitary sewer outlet is available to service the site to the satisfaction of the City Engineer (h-213).

Linkage to the Corporate Strategic Plan

This recommendation will contribute to the advancement of Municipal Council's 2023-2027 Strategic Plan in the following ways:

- **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
- **Housing and Homelessness**, by ensuring London's growth and development is well-planned and considers use, intensity, and form.
- **Housing and Homelessness**, by supporting faster/streamlined approvals and increasing the supply of housing with a focus on achieving intensification targets.

Analysis

1.0 Background Information

1.1 Property Description and Location

The subject lands are located on the north side of Sarnia Road between Kininvie Drive and Brescia Lane, in the Medway Planning District. The site has a total area of approximately 0.22 hectares, with frontage of 32.6 metres along Sarnia Road and a depth of approximately 71.8 metres. The lands currently contain a single-storey single detached dwelling and an accessory structure, with the remainder of the subject site consisting of grass and vegetated areas. Vehicular access is currently provided by a driveway connecting to Sarnia Road on the eastern portion of the subject site.

The subject lands are within an urban neighbourhood consisting primarily of low-density residential uses in the form of single detached dwellings. The neighbouring properties to the west and north contain a single detached dwelling. Directly to the east is an institutional building (Mary Manor) associated with Brescia University College. Broader surrounding land uses include a mix of low-rise residential, multi-unit residential dwellings for students, Western University facilities and open space.

Sarnia Road is classified as a Civic Boulevard on Map 3 – Street Classifications of The London Plan. The road segment between Brescia Lane and Kininvie Drive has a traffic volume of approximately 24,000 vehicles per day. Sarnia Road has public sidewalks on both sides of the street, and a signalized pedestrian crossover is located approximately 75 meters to the east at the intersection of Brescia Lane and Sarnia Road. The subject lands are within walking distance of Brescia University College, Western University, and commercial uses along Western Road. Finally, approximately 10 metres to the east of the subject lands is an LTC stop serviced by LTC transit routes 9, 10, 27 and 31.

Site Statistics:

- Current Land Use: Residential
- Frontage: 32.6 metres (107 feet) onto Sarnia Road
- Depth: 62.7 metres (221 feet)
- Area: 0.22 hectares (0.54 acres)
- Shape: Regular (rectangle)
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

Surrounding Land Uses:

- North: Residential

- East: Institutional
- South: Residential
- West: Residential

Existing Planning Information:

- Existing The London Plan Place Type: Neighbourhoods
- Existing Special Policies: Near-Campus Neighbourhood
- Existing Zoning: Residential R1 (R1-10) Zone

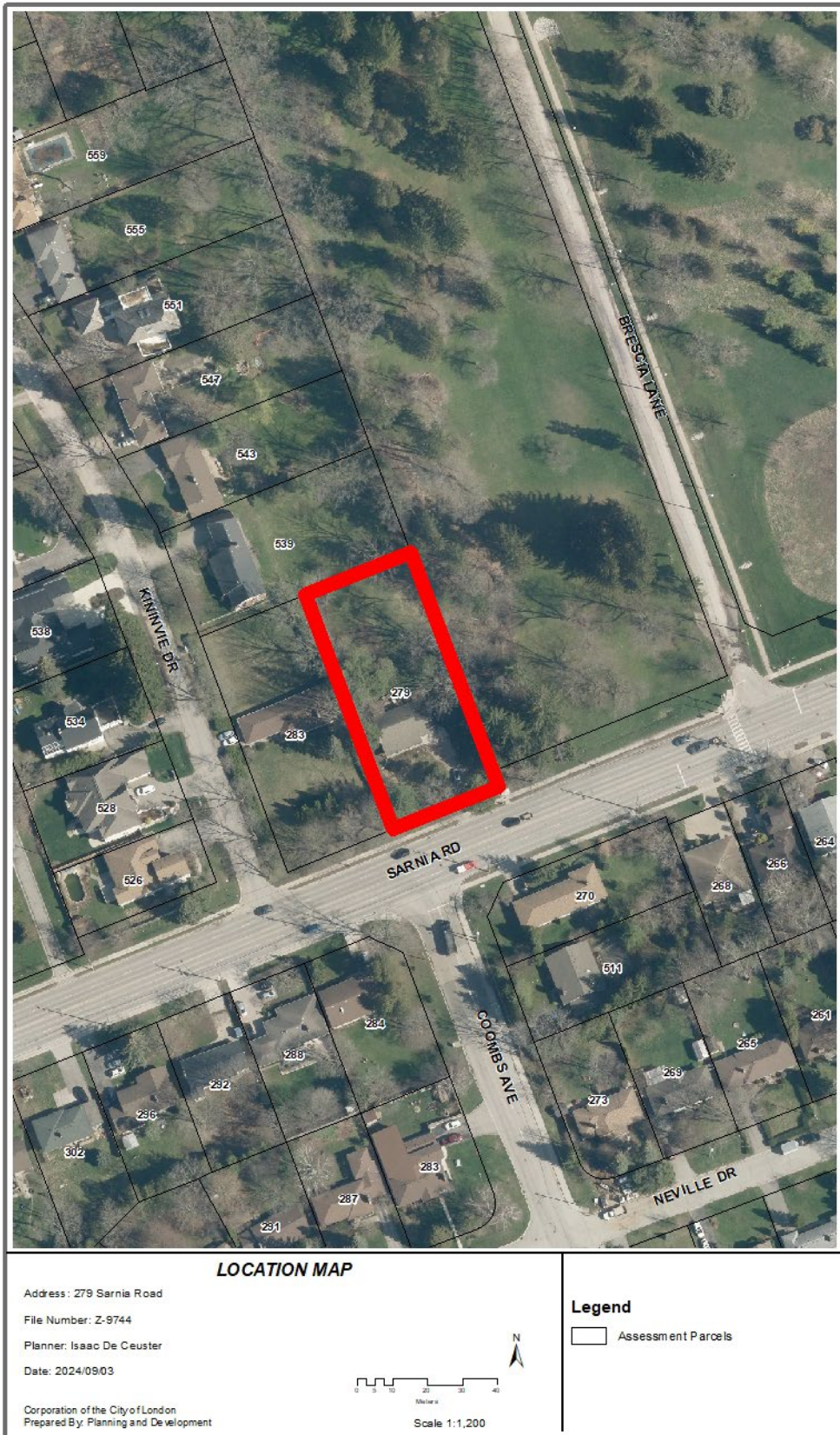


Figure 1- Aerial Photo of 279 Sarnia Road and surrounding lands.



Figure 2 - Streetview of 279 Sarnia (view looking north)

2.0 Discussion and Considerations

2.1 Development Proposal

In August 2024, the City accepted a complete Zoning By-law Amendment to permit two blocks of 3-storey, 20-unit, back-to-back stacked townhouse developments with a maximum density of 91 units per hectare. Block A is proposed to front on Sarnia Road, and Block B is proposed in the rear yard. Each residential unit is proposed to have a total of three bedrooms, with an average unit-size of 106 m² (1150 square feet).

A common outdoor amenity space is proposed on the northeasterly portion of the subject lands, connected to the internal sidewalk for convenient access for future residents. A new driveway is proposed to provide access from Sarnia Road to the parking area with a total of 14 parking spaces including one (1) Type A accessible parking space and two (2) visitor parking spaces (0.5 spaces per unit). Pedestrian connections are provided with a 1.5 metre internal sidewalk leading to the individual entrances, amenity area and public sidewalk.

The proposed development includes the following features:

- Land use: residential
- Form: stacked townhouse development
- Height: 3 storeys (11.3 m)
- Residential units: 20 units
- Density: 91 units per hectare
- Building coverage: 28.2%
- Parking spaces: 14 surface parking spaces
- Landscape open space: 43.9%
- Functional amenity space: outdoor common amenity space

The conceptual site plans are shown below as Figure 3. Building renderings and elevations are shown in Figures 4 and 5 below.

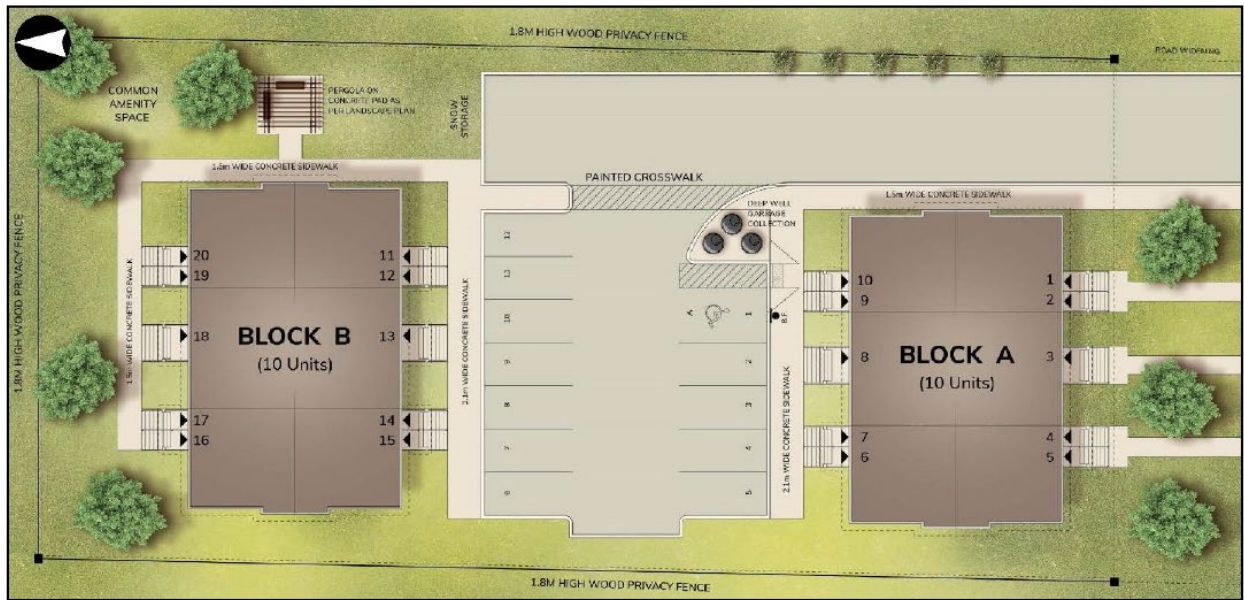


Figure 3 - Conceptual Site Plan (Received August 2024)



Figure 4 – Front Elevation Block A - 279 Sarnia Road.

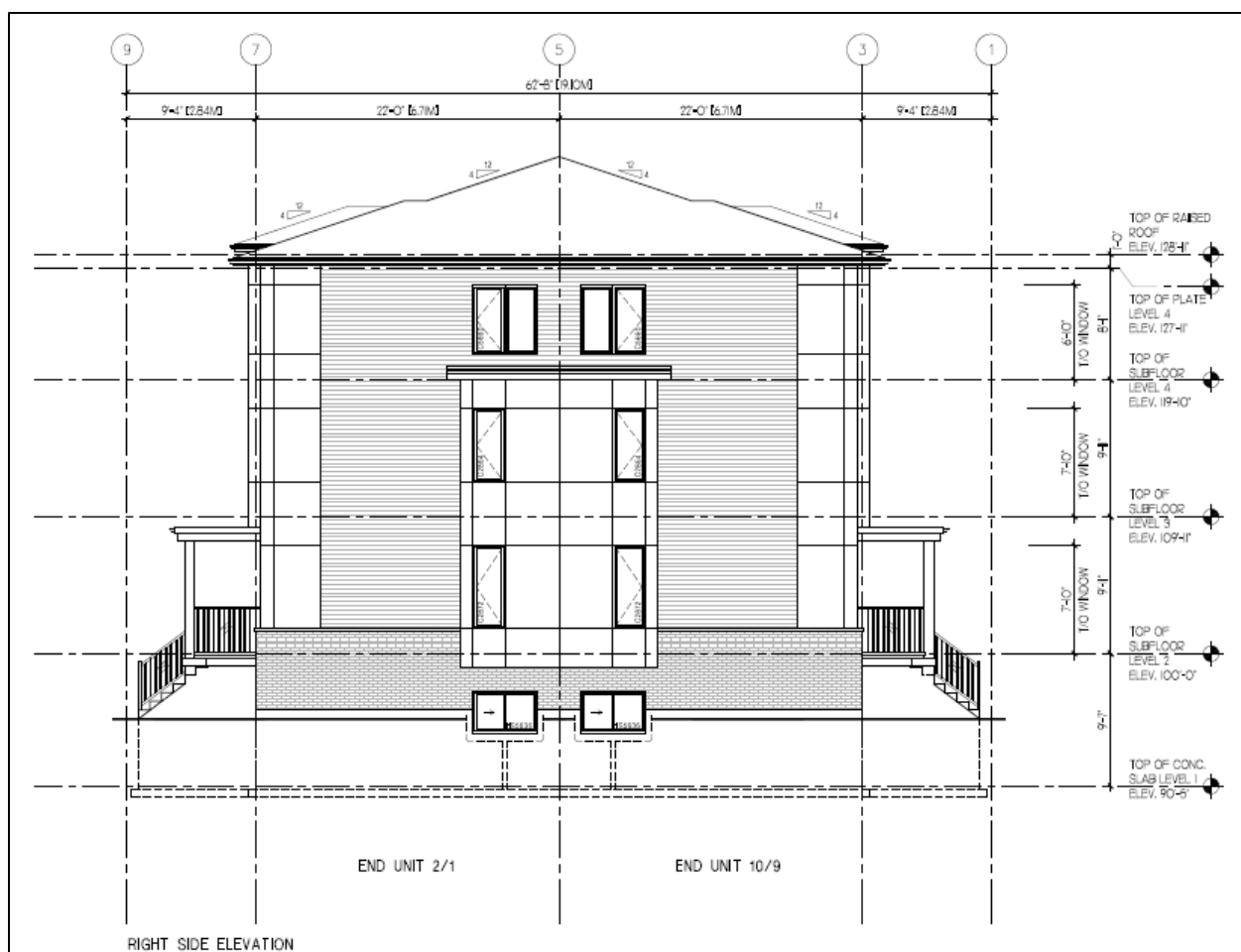


Figure 5 – Right Side Elevation Block A - 279 Samia Road.

Additional information on the development proposal is provided in Appendix “B”.

2.2 Requested Amendment

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R1-10 Zone to a Residential R8 Special Provision (R8-4(_)) Zone

The following table summarizes the special provisions that have been proposed by the applicant and those that are being recommended by staff.

Regulation (R8-4 Zone)	Required	Proposed
Minimum Front Yard Setback (metres)	7.0	3.2
Minimum Interior Side Yard – West (metres)	4.8	3.0
Maximum Density (units per hectare)	75	91

The following table summarizes the special provisions that have been recommended by staff:

Regulation (R8-4 Zone)	Required	Proposed
Maximum Front Yard Setback (metres)	7.0	4.5
Minimum Rear Yard Setback (metres)	8.0m where principal entrances and windows face the rear yard	9.2

2.3 Internal and Agency Comments

The application and [associated materials](#) were circulated for internal comments and public agencies to review. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Key issues identified by staff and agencies included:

- A h-213 holding provision which addresses sanitary capacity concerns will be required as part of zoning approval.
- The proposed access is in conflict with the existing Hydro Pole and LTC shelter pad. Costs for relocation of these and any other utilities will be the onus of the applicant.

Detailed internal and agency comments are included in Appendix “D” of this report.

2.4 Public Engagement

On August 23, 2024, Notice of Application was sent to 39 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on September 5, 2024. A “Planning Application” sign was also placed on the site.

There were two responses received during the public consultation period. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Concerns expressed by the public relate to:

- Lack of parking

Detailed public comments are included in Appendix “E” of this report.

2.5 Policy Context

The Planning Act and the Provincial Planning Statement, 2024

The Provincial planning policy framework is established through the *Planning Act* (Section 3) and the *Provincial Planning Statement, 2024 (PPS)*. The *Planning Act* requires that all municipal land use decisions affecting planning matters shall be consistent with the *PPS*.

The mechanism for implementing Provincial policies is through the Official Plan, The London Plan. Through the preparation, adoption and subsequent Ontario Land Tribunal (OLT) approval of The London Plan, the City of London has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are reviewed and discussed in The London Plan analysis below.

As the application for a Zoning By-law amendment complies with The London Plan, it is staff’s opinion that the application is consistent with the *Planning Act* and the *PPS*.

The London Plan, 2016

The London Plan (TLP) includes evaluation criteria for all planning and development applications with respect to use, intensity and form, as well as with consideration of the following (TLP 1577-1579):

1. Consistency with the Provincial Policy Statement and all applicable legislation.
2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies.
3. Conformity with the Place Type policies.
4. Consideration of applicable guideline documents.
5. The availability of municipal services.
6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated.
7. The degree to which the proposal fits within its existing and planned context.

Staff are of the opinion that all the above criteria have been satisfied.

3.0 Financial Impact/Considerations

3.1 Financial Impact

There are no direct municipal financial expenditures associated with this application.

4.0 Key Issues and Considerations

4.1 Land Use

The proposed residential use is supported by the policies of the PPS 2024 and aligns with the vision of the Neighbourhoods Place Type by contributing to a diversity and mix of different housing types, intensities, and forms (TLP 918_2), and will respect the existing neighbourhood character (TLP 918_13). The proposed residential use aligns with Key Direction #5 – Building a mixed-use compact city, by planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward (TLP 59_4), and to ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place (TLP 59_5).

The Neighbourhoods Place Type contemplates a range of residential uses, dependent upon the street classification on which the property has frontage. As set out in Table 10, the range of permitted uses along a Civic Boulevard include stacked townhouses (TLP Table 10 – Range of Permitted Uses in Neighbourhoods Place Type). As such, the proposed stacked townhouse dwellings are a permitted use in conformity with the Neighbourhoods Place Type policies of The London Plan.

4.2 Intensity

The proposed residential intensity is consistent with the policies of the PPS 2024 that encourage all types of residential intensification, including redevelopment which results in a net increase in residential uses (2.2.1.2), compact form (2.4.1.3.c), and an appropriate mix of housing options and densities (2.3.1.3). Table 11 of The London Plan provides a range of permitted heights in the Neighbourhoods Place Type based on street classification (TLP Table 11 – Range of Permitted Heights in Neighbourhoods Place Type). As the subject site has frontage on a Civic Boulevard, the minimum permitted height is 2 storeys and the standard maximum height is 4 storeys.

The proposed residential intensity will facilitate an appropriate scale of development, that is compatible with the existing neighbourhood character and can be accommodated on a parcel that is of sufficient size to support the use. The redevelopment of the parcel will facilitate the efficient use of land and is in conformity with the residential intensification policies of The London Plan that encourage infill development on vacant or underutilized lots (TLP 939_5).

Based on the above, the proposed 3 storey stacked townhouse development with 20 residential units is in conformity with the intensity policies of the Neighbourhoods Place Type in The London Plan.

4.3 Form

The proposed built form is supported by the policies of the PPS 2024 and is consistent with the Neighbourhoods Place Type policies and the City Design policies of The London Plan by facilitating an appropriate form and scale of residential intensification that is compatible with the existing neighbourhood character (TLP 953_2). Specifically, the proposed built form supports a positive pedestrian environment on Sarnia Road, a mix of housing types within the neighbourhood to support ageing in place, and is designed to be a good fit and compatible with the surrounding context (TLP 193_).

The proposed built form consists of two 3-storey back-to-back stacked townhouse blocks, with Block A proposed fronting Sarnia Road and Block B in the rear yard. The

proposed built form and massing of the stacked back-to-back townhouse blocks have consideration for the surrounding land uses and is appropriate in scale compared to the surrounding neighbourhood character (TLP 953_2).

Access to the subject lands will be provided through a new driveway off Sarnia Road, promoting connectivity and safe movement for pedestrians, cyclists, and motorists (TLP 255_). Parking for the proposed stacked back-to-back townhouse development will be located internally, visually screening the surface parking from the street, encouraging a pedestrian oriented streetscape (TLP 936_4).

The proposed stacked back-to-back townhouse development with special provisions for front yard setbacks, west interior side yard setbacks and density are supported by the policies of the PPS 2024, contemplated in the Neighbourhoods Place Type, and in keeping with the City Design policies of The London Plan.

4.4 Near-Campus Neighbourhood

The subject lands are located within a Near-Campus Neighbourhood on Map 7 – Specific Policy Areas of The London Plan. The Near-Campus Neighbourhoods are located within proximity to Western University and Fanshawe College and are identified as extremely valuable city neighbourhoods that will be planned to enhance their livability, diversity, vibrancy, culture, sense of place, and quality of housing options for all (TLP 962_ to 964_). The subject site is identified as being in proximity to Western University. The policies are meant to augment the applicable place type policies and the Our Tools within The London Plan (TLP 962_).

A number of planning goals have been established to serve as an additional framework for all planning applications (TLP 965_), including:

- Plan for residential intensification in a proactive, coordinated, and comprehensive fashion;
- Identifying strategic locations where residential intensification is appropriate within Near-Campus Neighbourhoods and which use strong transit connections to link these opportunities to campuses;
- Avoiding incremental changes in use, density, and intensity that cumulatively lead to undesirable changes in the character and amenity of streetscapes and neighbourhoods;
- Encourage appropriate forms of intensification that support the vision for Near-Campus Neighbourhoods and encouraging residential intensification in mid-rise and high-rise forms of development;
- Recognize areas that have already absorbed significant amounts of residential intensification and residential intensity and direct proposals for additional intensification away from such areas;
- Encouraging a balanced mix of residential structure types at appropriate locations while preserving stable residential areas;
- Encourage residential intensification in mid-rise or high-rise forms of development and discourage a concentration of residential intensification and residential intensity in low-rise forms of housing;
- Directing residential intensification to transportation nodes and corridors and away from interior of neighbourhoods;
- Utilizing zoning and other planning tools to allow for residential intensification, which is appropriate in form, size, scale, mass, density, and intensity.
- Ensuring that residential projects incorporate urban design qualities that enhance streetscapes and contribute to the character of the neighbourhood while respecting the residential amenity of nearby properties;
- Conserve heritage resources in ways that contribute to the identity of streetscapes and neighbourhoods, in compliance with the Cultural Heritage chapter of The London Plan;
- Encourage affordable housing opportunities; and,
- Ensure intensification is located and designed to respect the residential amenity of nearby properties.

The Near-Campus Neighbourhoods policies in The London Plan set out that intensification may occur in some locations within the Neighbourhoods Place Type where it is permitted in Tables 10 to 12 and meets the Near-Campus Neighbourhoods policies of The London Plan (TLP 967_). In this instance, the proposed redevelopment will provide intensification on an underutilized site on a Civic Boulevard with strong transit connections. The proposed zoning will ensure that the development will be appropriately accommodated on site, and within the surrounding neighbourhood context. Further, the proposed development provides for a built form that is considered compatible and respectful of the residential amenity of nearby properties. The design of the site will enhance the streetscape and contribute to the overall character of the neighbourhood by providing a mix of housing types in proximity to Western University.

The Near-Campus Neighbourhood policies in The London Plan have been reviewed in their entirety and it is staff's opinion that the proposed Zoning By-law amendment is in conformity.

4.5 Zoning

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject site from a Residential R1 (R1-10) Zone to a Residential R8 Special Provision (R8-4(_)) Zone. The following summarizes the special provisions that have been proposed by the applicant and those that are being recommended by staff.

Front Yard Depth – The applicant is requesting a special provision to permit a front yard depth of 3.2 metres, whereas a minimum of 7.0 metres is required. A 7.94 metre road widening is provided in the front yard to facilitate an ultimate width of 18.0 metres from centerline for Sarnia Road. The reduced front yard setback is supported by the policies of The London Plan, which state that buildings should be sited close to the street to maintain and reinforce the prevailing street wall and create an inviting and comfortable pedestrian environment (TLP 259_). Staff is supportive of the reduced front yard setback. Staff are recommending an additional special provision to permit a maximum front yard setback of 4.5 metres to discourage parking in the front yard.

Interior Side and Rear Yard Depth – The applicant is requesting a special provision to permit a westerly interior side yard depth of 3.0 metres, whereas a minimum of 4.5 metres is required. Based on the development concept and existing neighbourhood context, staff have no concerns with the reduced west interior side yard. Staff are recommending an additional special provision to permit a minimum rear yard setback of 8.0 metres where principal entrances and windows face the rear yard to allow for privacy and not hinder adjacent properties. This recommended special provision conforms to the City Building Policies, providing that site layout should be designed to minimize and mitigate impacts on adjacent properties (TLP 253). Additional mitigation measures include a 1.8 metre wood privacy fence along the lot lines to reduce privacy concerns on abutting parcels, and landscape buffers. These measures will be addressed through the Site Plan Approval process.

Density – The applicant is requesting a special provision to permit a density of 91 units per hectare, whereas 75 units per hectare is the maximum permitted in the requested R8-4 Zone variation. The proposed maximum density provision will allow for the implementation of the proposed development, facilitating an appropriate scale of development that is compatible with the existing neighbourhood character (TLP 918_13). Staff are supportive of the increased density to facilitate intensification on a Civic Boulevard within the Urban Growth Boundary and in proximity to public services and public transit.

4.6 Noise Study

MTE Consultants was retained by the applicant to complete an Environmental Noise Assessment for the proposed residential development. The purpose of this study is to evaluate the traffic noise impacts from forecasted traffic volumes of Sarnia Road on the subject property, and to recommend noise control measures to meet the Ministry of the

Environment, Conservation and Parks (MECP) guidelines and planning requirements of the City. The analysis found that a noise attenuating barrier is not required for the subject site.

For Block A fronting Sarnia Road, architectural details such as walls, windows and doors, are to be verified by a qualified Acoustical Professional to ensure the required sound transmission loss rating will be acceptable to meet indoor sound levels. Furthermore, all units shall be fitted with central air conditions and a Noise Warning Clause shall be registered on title. Implementation of the recommendations of the Environmental Noise Study will be required through a future Site Plan application.

4.7 Trees

MTE Consultants was retained by the applicant to complete a detailed tree inventory for the proposed development. A total of 38 trees were inventoried for this Tree Preservation Plan. Twenty-five (25) trees are intended to be removed to accommodate the proposed development, eight (8) of these trees are boundary trees and will require neighbour's consent, and three (3) trees are located on the City of London's boulevard and require City permits for removal. Thirteen (13) trees will be preserved.

Detailed review and approval of the Tree Preservation Plan will occur through a future Site Plan application. In addition, consent to remove the above noted boundary trees will be required prior to final Site Plan Approval.

Conclusion

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R1 (R1-10) Zone to a Holding Residential R8 Special Provision (h-213*R8-4(_)) Zone. Staff are recommending approval of the requested Zoning By-law amendment and special provisions with a holding provision.

The recommended action is consistent with the PPS 2024, conforms to The London Plan and will permit a 3-storey, 20-unit, back-to-back stacked townhouse development.

Prepared by: Isaac de Ceuster
Planner, Planning Implementation

Reviewed by: Catherine Maton, MCIP, RPP
Manager, Planning Implementation

Recommended by: Heather McNeely, MCIP, RPP
Director, Planning and Development

Submitted by: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic
Development

Copy: Britt O'Hagan, Manager, Current Development
Mike Corby, Manager, Site Plans
Brent Lambert, Manager, Development Engineering

Appendix A – Zoning Bylaw Amendment

Bill No. (number to be inserted by Clerk's Office)
2024

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 279 Sarnia Road.

WHEREAS this amendment to the Zoning By-law Z.-1 conforms to the Official Plan;

NOW THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 279 Sarnia Road, as shown on the attached map **FROM** a Residential R1 (R1-10) Zone **TO** a Holding Residential R8 Special Provision (h-213*R8-4(□)) Zone.
2. Section Number 12.4 of the Residential R8 (R8-4) Zone is amended by adding the following Special Provisions:

R8-4(□) 279 Sarnia Road
 - a. Regulations
 - i) Front Yard Setback (minimum) – 3.0m
 - ii) Front Yard Setback (maximum) – 4.5m
 - iii) Interior (West) Side Yard Setback (minimum) – 3.0m
 - iv) Rear Yard Setback (minimum) - 8.0m where principal entrances and windows to habitable rooms face the rear yard
 - v) Density (maximum) – 91 units per hectare
3. This Amendment shall come into effect in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

PASSED in Open Council on November 5, 2024, subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor


Michael Schulthess
City Clerk

First Reading – November 5, 2024
Second Reading – November 5, 2024
Third Reading – November 5, 2024

AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)




File Number: Z-9744
Planner: IDC
Date Prepared: 2024/09/03
Technician: JI
By-Law No: Z.-1-

SUBJECT SITE 

1:800

0 4 8 16 24 32 Meters



Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Residential
Frontage	32.6 metres (107 feet)
Depth	62.7 metres (221 feet)
Area	0,22 hectares (0.54 acres)
Shape	Regular
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

Surrounding Land Uses

North	Residential
East	Institutional
South	Residential
West	Residential

Proximity to Nearest Amenities

Major Intersection	Sarnia Road and Western Road, 500 metres
Dedicated cycling infrastructure	Brescia Lane, 75 metres
London Transit stop	Sarnia Road at Brescia Lane, 5 metres
Public open space	Chesham Heights Park, 700 metres
Commercial area/use	Sarnia Road & Western Road, 650 metres
Food store	Food Basics, 1,500 metres
Community/recreation amenity	Medway Community Centre, 1,400 metres

B. Planning Information and Request

Current Planning Information

Current Place Type	Neighbourhoods, Civic Boulevard
Current Special Policies	Near-Campus Neighbourhood
Current Zoning	Residential R1 (R1-10) Zone

Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	N/A
Requested Zoning	Residential R8 (R8-4(_)) Zone

Requested Special Provisions

Regulation (R8-4 Zone)	Required	Proposed
Front Yard Setback (minimum)	7.0m	3.2m
Interior Side Yard Setback (minimum)	4.8m	3.0m
Density (maximum)	75 uph	91 uph

C. Development Proposal Summary

Development Overview

The purpose and effect of the recommended action is to permit the development of a 3-storey, 20-unit, back-to-back stacked townhouse development with 14 surface parking spaces and a maximum density of 91 units per hectare.
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Proposal Statistics

Land use	Residential
Form	Stacked back-to-back townhouse development
Height	3-storeys (11.3 metres)
Residential units	20
Density	91 units per hectare
Gross floor area	2089.55 m ²
Building coverage	28.2%
Landscape open space	43.9%
New use being added to the local community	Yes

Mobility

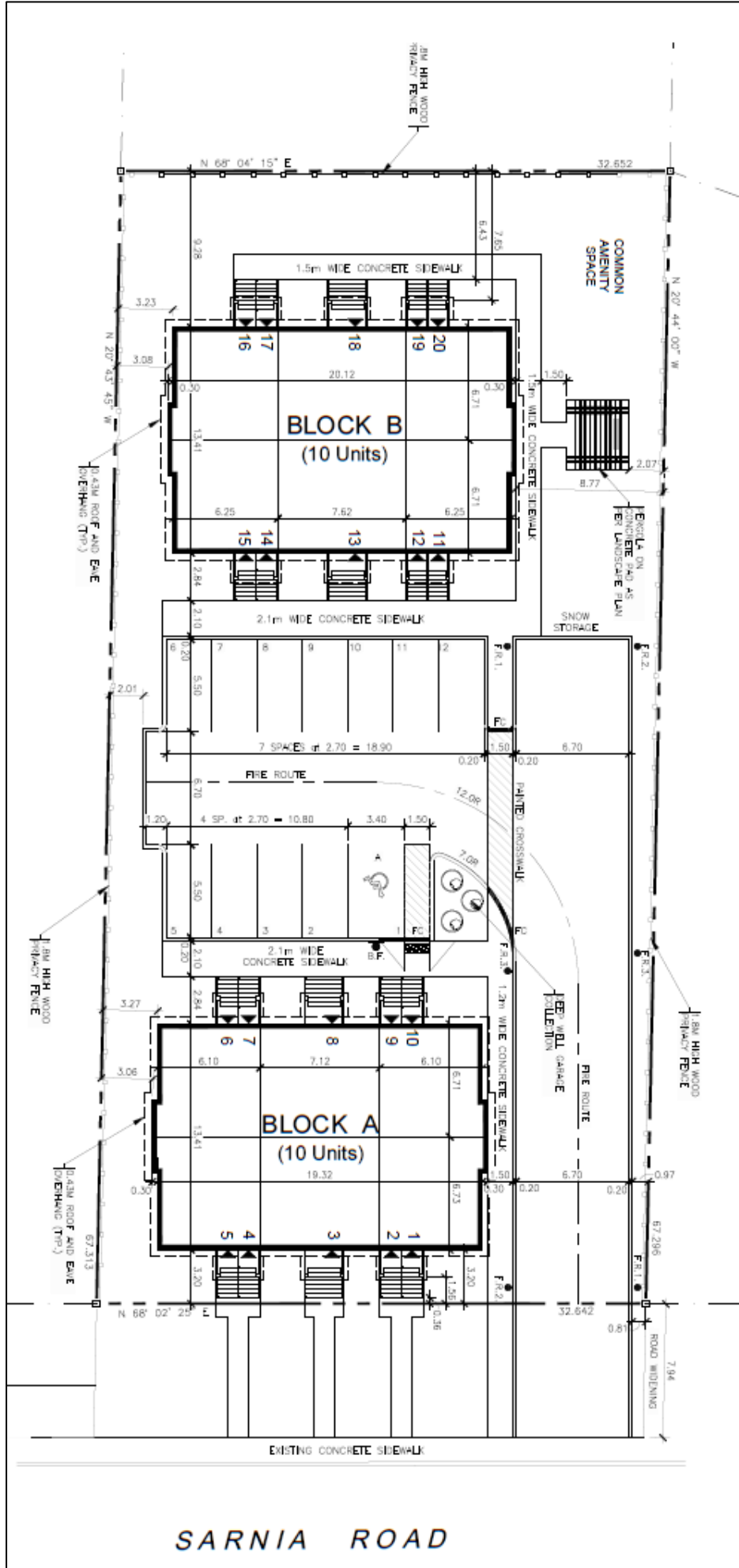
Parking spaces	14 surface parking spaces
Vehicle parking ratio	0.5 spaces per unit
New electric vehicles charging stations	TBD
Secured bike parking spaces	Determined through Site Plan Approval
Secured bike parking ratio	Determined through Site Plan Approval
Completes gaps in the public sidewalk	N/A
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	N/A

Environment

Tree removals	Yes
Tree plantings	TBD
Tree Protection Area	No
Loss of natural heritage features	No
Species at Risk Habitat loss	No
Minimum Environmental Management Guideline buffer met	N/A
Existing structures repurposed or reused	No
Green building features	Unknown

Appendix C – Additional Plans and Drawings

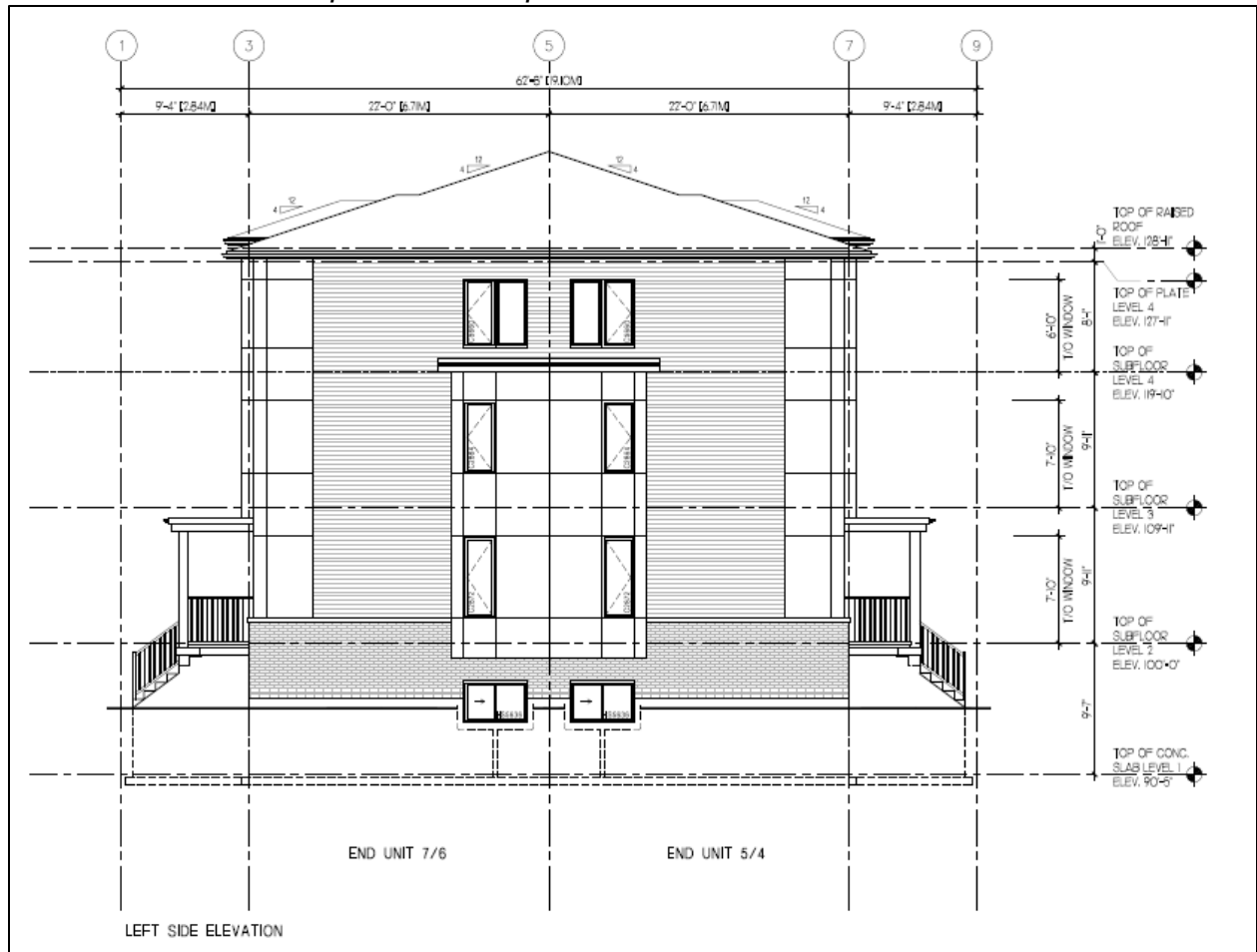
Conceptual Site Plan 279 Sarnia Road



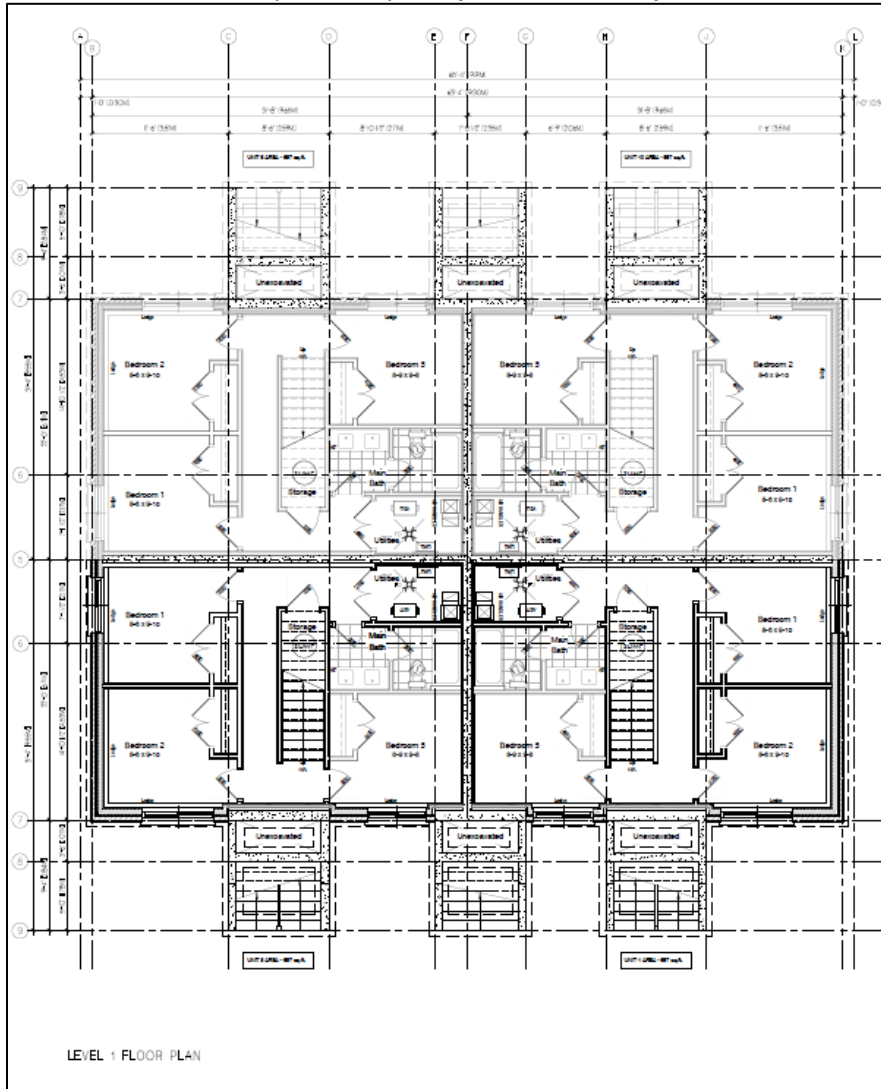
Rear Elevation Proposed Development 279 Sarnia Road



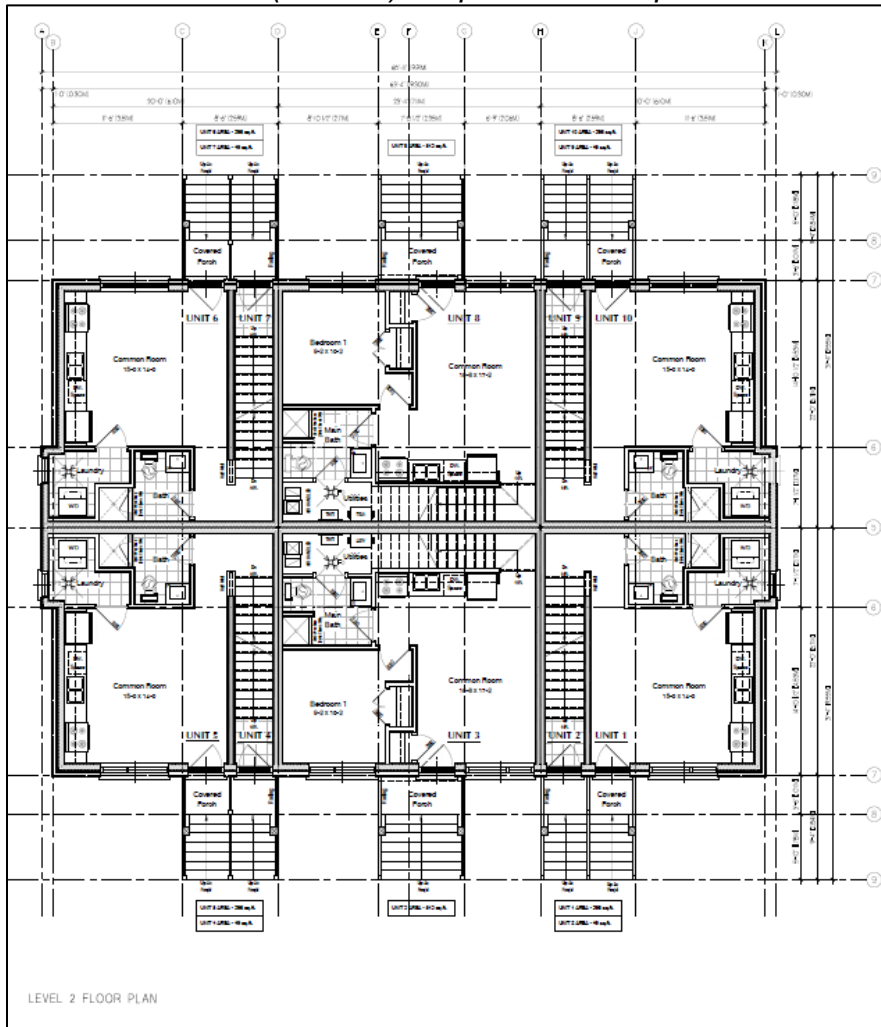
Left Side Elevation Proposed Development 279 Sarnia Road



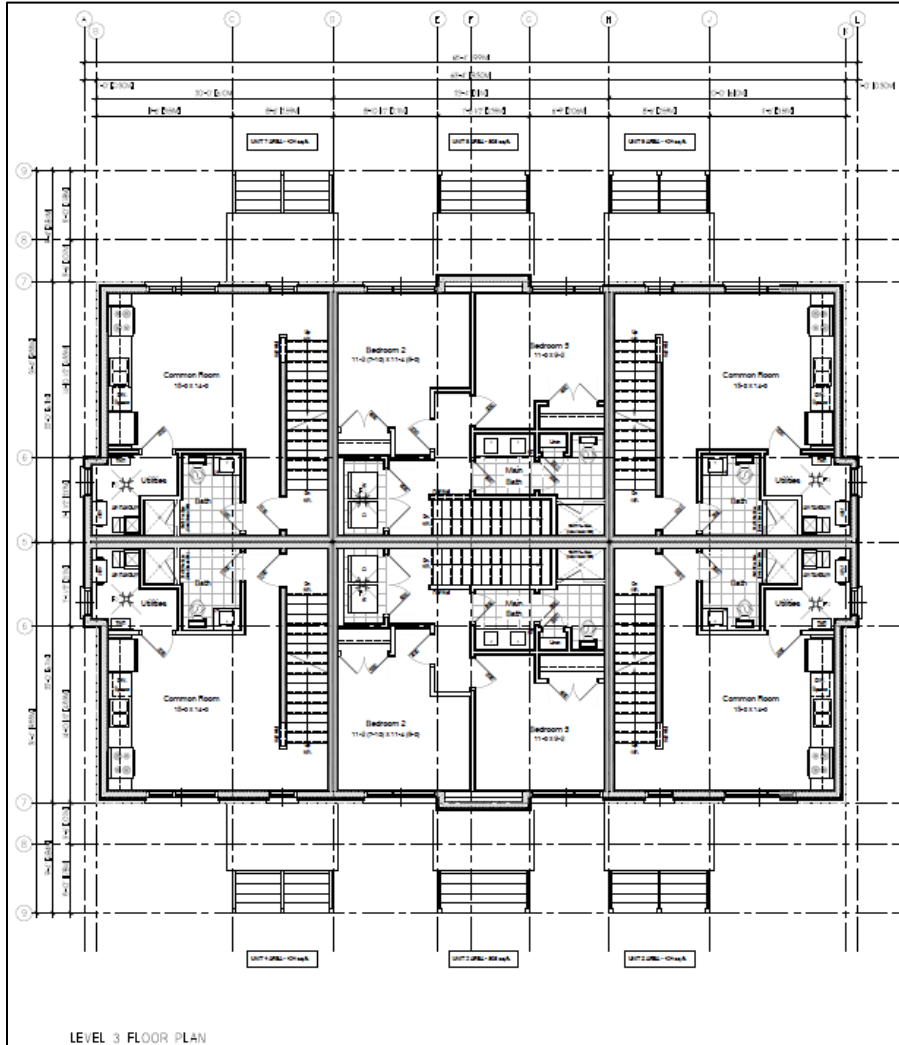
Level 1 Floor Plan (Block A) Proposed Development



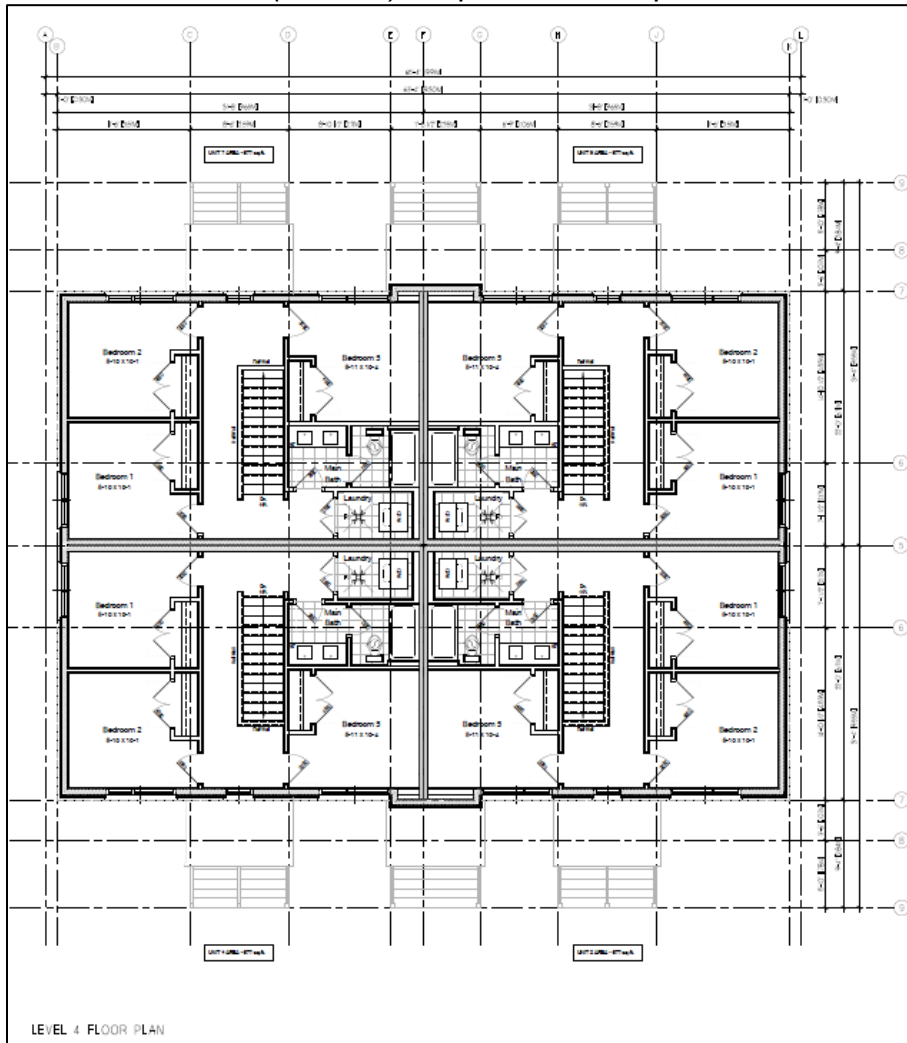
Level 2 Floor Plan (Block A) Proposed Development



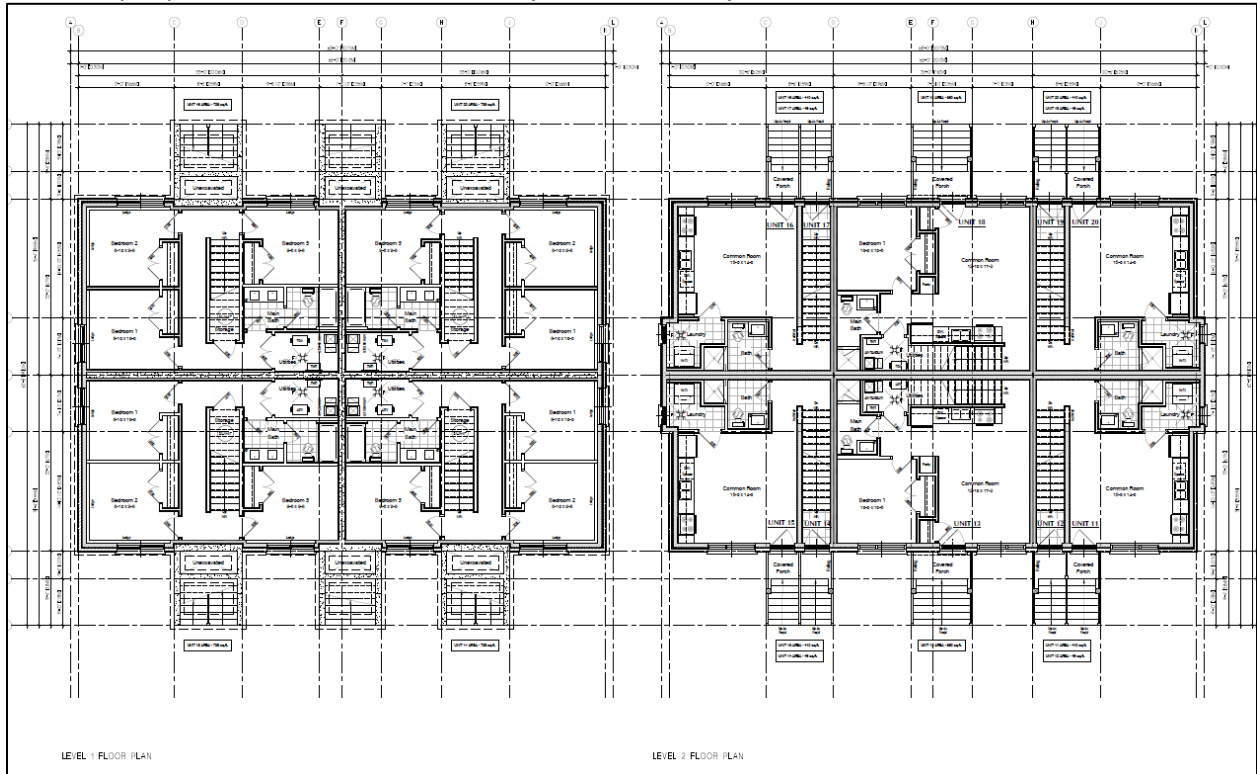
Level 3 Floor Plan (Block A) Proposed Development



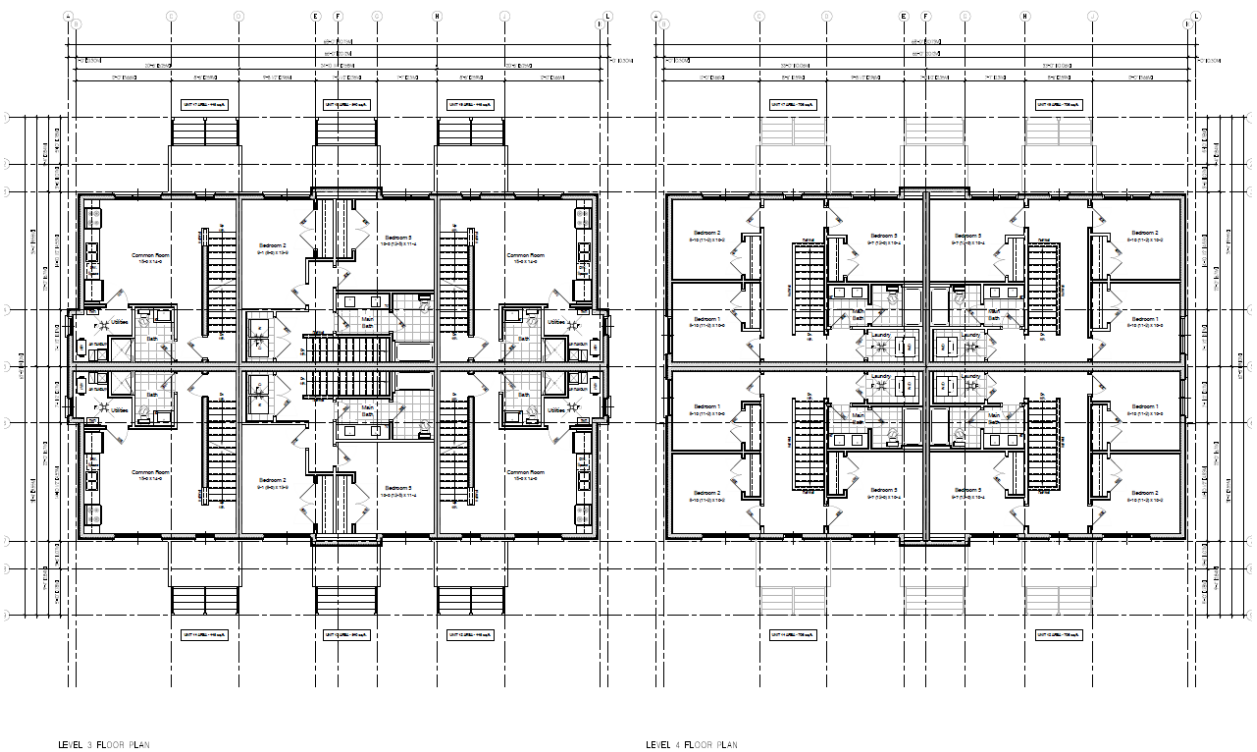
Level 4 Floor Plan (Block A) Proposed Development



Level 1 (left) and Level 2-Block B Proposed Development



Level 3 (left) and Level 4 right -Block B Proposed Development



Appendix D – Internal and Agency Comments

Urban Design

Urban Design is **generally supportive of the proposed development** and has the following comments:

Matters for Zoning:

1. **Provide a minimum front yard setback of 3m** to encourage street-orientation while avoiding encroachment of footings and canopies and to accommodate a landscape buffer to avoid potential negative impacts on the below-grade spaces. TLP 259, 286, 288
2. **Provide a maximum front yard setback of 4.5m** to discourage parking in the front yard. TLP 272
3. **Provide a minimum interior side-yard setback of 3m** to allow privacy and not hinder redevelopment of the adjacent property. TLP 253
4. **Provide a minimum rear yard setback of 8m where principal entrances and windows to habitable rooms face the rear yard** to allow for circulation and an adequate landscape buffer in the rear yard. TLP 253

Matters for Site Plan:

1. The following site layout and building design features are supported and should be carried forward through site plan approval process:
 - o Orienting the townhouses to Sarnia Road with principal entrances, windows and balconies facing the Civic Boulevard and providing direct walkway access from both the townhouse blocks to the public sidewalks. TLP, 285, 286, 288, 291
2. Consider providing additional windows on the side elevation of the corner units that are facing the driveway to offer passive surveillance. TLP 290
3. Minimize any portion of blank wall facing the public realm to create an active streetscape and offer passive surveillance. TLP 285, 228
 - o Provide windows on the blank central portion of the building, above the unit 3 entrance facing Sarnia Road.
4. The board on board fence provided along the property line is noted. To further minimize any potential negative impacts on the adjacent properties, provide an all-season landscape buffer along the property line, particularly to the west and north. TLP 253
5. Provide adequate lighting, particularly for the principal entrances of the rear units (16, 17, 18, 19 & 20) and the common amenity space, for safe circulation and alleviate any CPTED concerns. TLP 253, 228
 - o Avoid any light encroachment or spillover onto to the adjacent properties
6. Provide a low-height all-season landscape buffer for the below-grade units fronting onto Sarnia Road and/or the parking area to provide privacy and avoid headlights shining into the spaces. TLP 235.
7. Ensure the elevations are labelled as per the cardinal directions.

Parks Planning & Design

Parks Planning and Design staff have reviewed the submitted notice of application and offer the following comments:

1. Major Issues
 - a. None.
2. Matters for OPA/ZBA
 - a. None.
3. Matters for Site Plan
 - a. Parkland dedication has not been taken for this site. It is to be noted that the applicant, as a condition of site plan approval, will be required to

provide parkland dedication in the form of cash-in-lieu pursuant to By-law CP-25.

Heritage

There are no cultural heritage or archaeological concerns with this application.

Site Plan

Please note the following for 279 Sarnia Road:

1. Major Issues
 - The proposed access is in conflict with existing Hydro Pole and LTC shelter pad. Costs for relocation of these and any other utilities will be the onus of the applicant.
2. Matters for OPA/ZBA
 - Based on the provided drawings, special provisions are required for the following:
 - o Front Yard Setback,
 - o Interior Side Yard Setback (west),
 - o Density.
 - See the attached Zoning Referral Record for more information.
3. Matters for Site Plan
 - Ensure that all sidewalks are a minimum of 1.5 metres wide, including those leading from the public sidewalk to the street facing units.
 - Provide enhanced landscape screening along the west and rear property lines to protect the neighbouring low density residential properties.
 - Update the Fire Route details to match Site Plan Control By-law standards.
 - Update the Accessibility details to match Site Plan Control By-law standards.
 - Explore options to provide 1.5 metres of clearance around the proposed accessible curb ramps.
 - Label and provide signage for the visitor parking spaces, noting that 1 visitor parking space is required for every 10 residential units.
 - Ensure that all required fire route signs are provided in accordance with the Site Plan Control By-law requirements.
4. Complete Application Requirements
 - Noise Study

Landscape Architect

1. Major Issues
 - No potential grounds for refusal, or issues that could require significant changes to the proposal.
2. Matters for OPA/ZBA
 - No matters that will influence the OP/ZBL mapping, designation/zone, regulations, special provisions, holding provisions, etc.
3. Matters for Site Plan
 - Boundary trees were identified for removal in the tree preservation plan [#6, #7, #16, #22, #29, #30, #33, #38], consent to remove boundary trees is a requirement of Site Plan approval. A recommendation for approval will be forwarded for Site Plan Review. If consent cannot be obtained from co-owner, then a non-disturbance setback will need to be established at each tree's critical root zone limits as determined by dbh.

Tree #	Co-owner	Critical Root Zone Diameter [m]
6	Western University	6.8
7	Western University	1.2
16	Western University	8.1
22	283 Sarnia Rd	3.3
29	283 Sarnia Rd	4.2
30	283 Sarnia Rd	3.2
33	283 Sarnia Rd	1.7
34	283 Sarnia Rd	10.2
35	283 Sarnia Rd	5.0
38 *not on plan	283 Sarnia Rd	2.3

- Boundary tree 34, is proposed for preservation, the development will remove 34% of its critical root zone of the tree. The critical root zone of a tree is the portion of the root system that is the minimum necessary to maintain tree vitality and stability. Consent to injure boundary trees is a requirement of Site Plan approval. A recommendation for approval will be forwarded for Site Plan Review. If consent cannot be obtained from co-owner, then a non-disturbance setback will need to be established at each tree's critical root zone limits as determined by dbh.
- Boundary tree 35 is proposed for preservation, the development will remove 27% of its critical root zone of the tree. The critical root zone of a tree is the portion of the root system that is the minimum necessary to maintain tree vitality and stability. Consent to injure boundary trees is a requirement of Site Plan approval. A recommendation for approval will be forwarded for Site Plan Review. . If consent cannot be obtained from co-owner, then a non-disturbance setback will need to be established at each tree's critical root zone limits as determined by dbh.
- Replacement trees to be recommendation to Site Plan Review based on total dbh removed. 495 cm dbh is proposed for removal, in accordance with LP Policy 399, 49 replacement trees are required. However, the city is in the process of developing a bylaw to implement Policy 399, so the follow ratio will be applied: 1 replacement tree for a trunk diameter of 50.99 cm, 2 replacement trees for a trunk diameter between 51cm and 60cm, and 1 additional replacement tree for every 10cm of trunk diameter thereafter to a maximum of 11 replacement trees. To this end 11 replacement trees would be required. Tree planting required as part of the planning and development approvals process may be counted as replacement trees as required by these policies.

Ecology

This e-mail is to confirm that there are currently no ecological planning issues related to this property and/or associated study requirements.

Major Issues Identified

- None

Matters for OPA/ZBA

- None

Matters for Site Plan

- Consider use of bird-friendly glass treatments where trees are in proximity to glazing, particularly on the east side of the development.

Ecology – Complete Application Requirements

- None

Notes

- Avoid tree removal within the active bat roosting period (April 30 – September 1) to reduce potential interactions with Endangered bat species, to avoid contravention of the Endangered Species Act.
- Avoid vegetation removal within the active breeding bird period (April 1 – August 30) to avoid disturbing nesting birds and contravening the Migratory Bird Convention Act.

UTRCA

- The subject lands **are not** affected by any regulations (Ontario Regulation 41/24) made pursuant to Section 28 of the *Conservation Authorities Act*.
- The UTRCA has **no objections** to the application and we have no Section 28 approval requirements.

Engineering

The City of London's Environmental and Engineering Services Department offers the following comments with respect to the aforementioned zoning-application:

Zoning Application Comments

Wastewater

- SED does not currently support any intensification that is ultimately tributary to the sanitary sewer on Coombs Ave as there is a section of sanitary sewer that is operating over conveyance capacity. This pipe is from maintenance hole PC113 to PC 114. The city has no planned projects at this time that will provide additional capacity.

Planning & Development

- Engineering has no further comments on the above noted application. An h-213 holding provision which addresses sanitary capacity concerns will be required as part of zoning approval.
- The following comments shall be addressed by the applicant at the site plan application stage.

Matters for Site Plan

Planning & Development

- Servicing for the units fronting Sarnia Rd must be accommodated internal to the site. Individual PDC and water service connections to Sarnia Rd will not be permitted

Wastewater

- Applicant to provide a sanitary servicing brief that detail maximum population and peak flows for the subject site.

Stormwater

- The City cannot confirm a storm pdc exists to service the property. In accordance with the Drainage By-law, the consultant would be required to provide for a storm pdc, with connection to Sarnia Road (existing drainage).
- The proposed land use of medium/high density residential will trigger the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and

Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.

- As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within the Central Subwatershed (case 4), therefore the following design criteria should be implemented:
- the flow from the site must be discharged at a rate equal to or less than the existing condition flow;
 - the discharge flow from the site must not exceed the capacity of the stormwater conveyance system;
 - the design must account the sites unique discharge conditions (velocities and fluvial geomorphological requirements);
 - "normal" level water quality is required (70% TSS removal) as per the MECP guidelines; and
 - shall comply with riparian right (common) law.
- The Developer shall be required to provide a Storm/drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure the maximum permissible storm run-off discharge from the subject site will not exceed the peak discharge of storm run-off under pre-development conditions up to and including 100-year storm events. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, bioswales, etc.
- As part of climate change resiliency objectives the consultant is to use best efforts to maximize the provided site storage. The consultant is encouraged to make use of rooftop storage.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer.
- Any proposed LID solutions should be supported by a Geotechnical Report and/or a Hydrogeological Assessment report prepared with a focus on the type(s) of soil present at the Site, measured infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high groundwater elevation. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. All LID proposals are to be in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site, ensuring that stormwater flows are self-contained and that grading can safely convey up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The existing topography directs overland flows from the subject property through 427 Eaton Park Drive. The consultant is to reduce the overland flow through the private property, and ensure that Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands. The proposed overland flow route for the development should convey flows to Topping Lane ROW as best practical.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

Water

- Water is available to the site via municipal 300mm watermain on Sarnia Road.
- The Site is in the City's low Level service area, which has a hydraulic grade line of 301.8 m.
- Existing water service shall be abandoned to City Standard (Cut and Cap from main)

- A water servicing report will be required addressing domestic demands, fire flows, water quality.
- Water servicing for stacked townhouses shall be in accordance City Standards 7.9.4.5
- Water servicing shall be configured in a way to avoid the creation of a regulated drinking water system.

Transportation

- This property is subject to a 7.942 metre widening to achieve the required 18.0m from centreline.
- Detailed comments regarding access design and location will be made through the site plan process.

Appendix E – Public Engagement

On August 23, 2024, Notice of Application was sent to 39 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on September 5, 2024. A “Planning Application” sign was also placed on the site.

There were two responses received during the public consultation period.

Nature of Liaison: The purpose and effect of this Zoning amendment is to permit two blocks of 3-storey back-to-back stacked townhouse development with a total of 20 residential units, and a total maximum density of 91 units per hectare. Possible change to Zoning By-law Z.-1 **FROM** a Residential R1 (R1-10) zone **TO** a Residential R8 Special Provision (R8-4(_)) Zone. Requested special provisions for front yard setback, westerly interior side yard setback and maximum density. The City may also contemplate alternative zoning such as a different base zone, additional permitted uses, additional special provisions and/or the use of holding provisions. File Z-9774. Planner: Isaac de Ceuster

Public Comment #1 – Sandy Levin

Please find attached a letter regarding this file from the Executive of the Orchard Park/Sherwood Forest Neighbourhood Association. If you have any questions or new information, please do not hesitate to contact us.

Sandy Levin, president

September 4, 2024

Isaac de Ceuster
Planner, City of London
Re: **Z-9774 , 279 Sarnia Road**

We attended the non statutory meeting the proponent and his agent conducted and have reviewed the Planning Justification Report. We circulated the notice and information to our e-mail list of over 500 residents of our neighbourhood. It is the opinion of the Executive that we have no objections to the as proposed three story buildings with units having 3 bedrooms and managed by Mr. Palumbo. If there is any change to these, we reserve the right to a different opinion.

Sincerely,

By e-mail
Sandy Levin, President
On behalf of Members of the Executive Committee
Orchard Park/Sherwood Forest Neighborhood Association
London, ON,

cc: Councillor Trosow (by e mail)
H. Froussios, Zelinka Priamo (by e mail)

Public Comment #2 – Liddy Johnston

Good morning,
I realize that this is a little late, but I have been away.
I have one concern with the proposed development at 279 Sarnia Rd. There are to be 20 units, each with 3 bedrooms. However, there are only 14 parking spaces. This is not even one per unit. Where does the builder propose that tenants park? I live on

Bloomfield Drive. In most cases, rental properties have multiple vehicles parked in the driveways. I have seen up to 6 vehicles in some driveways in the Orchard Park area. Thank you for your consideration of this matter.

Libby Johnston